

MARKET RALLIED AS RATE DROPPED

Money on Call Again Prompt Factor in Determining Course of Day's Trading.

CLOSING STEADY AND DULL

Estimates of Condition of Winter Wheat Proved Helpful Influence.

(By Associated Press.)

NEW YORK, April 6.—Money on call loaned at 31 per cent. on the Stock Exchange to-day, keeping up the tendency of a progressive rise in the maximum for each day of this week. The excess over yesterday's 30 per cent. rate, however, as is seen, was only nominal. The severest stringency of the day was over before the period at which the flurry had occurred on previous days of the week.

Stocks came more freely upon the market early to-day than at any time this week, the early flight in the call loan conditions before the close. But the market made a strong recovery when the call loan rate ran off and the most urgent necessities were seen to be filled. The complications of the week's currency movement during the day, however, after the money market during the week. As the surplus reserve of the banks last week stood at only a little over \$5,000,000, it is clear that the maintenance of its integrity depends on the extent to which the deposit liabilities have been reduced by the scaling down of loans. Some of the heaviest lending in the market to-day was by banks which called large loans earlier in the week. Some of the loans thus called were supplied at the time to be of Japanese funds on deposit here, which were being called in for remittance to Japan. It was conjectured that the high rate to which money had risen induced the replacement of some of these funds in call loans to-day.

As the call conference was adjourned for the day that factor was without much influence on the market. Published estimates of the condition of winter wheat crop, showing highly favorable situation, was a helpful influence. Pennsylvania's gain reached nearly 2 points. The money rate fell a slow as 6 per cent., but closed at 31 per cent. The closing volume of the stock market was steady but very dull.

Bonds were heavy; total sales par value \$2,299,000. United States bonds were all unchanged on call. The total sales stocks amounted to \$68,600 shares.

NEW YORK, April 6.—Money on call strong, highest 31 per cent. lowest 6; ruling rate 16; last loan 15; closing bid 12; offered 15. Time loans firm, 90 days, 10; 60 days and six months 6 1/2-2 3/8 per cent.

Stalling exchange week with actual business in bankers' bills, \$4,500,000 for sixty days and \$4,812,000 for ninety days. The market for gold was quiet, with a few sales at 124 1/2-125 1/2. Silver, 44 1/2-45 1/2. Mexican dollars 43 1/2-44 1/2.

RICHMOND STOCK MARKET.

Richmond, Va., April 6, 1906.

SALES AT BOARD.

Virginia 2-200 at 94 1/2.

SALES SINCE BOARD.

Virginia-Carolina Chemical Co. preferred—1,000 5 p. c. bonds at 109 1/2.

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	SALES:	Open.	High.	Low.	Closing.
300 A. C. L. com.	101 1/2	101 3/4	101 1/4	101 1/2	4,200 Missouri Pacific	101 1/2	101 3/4	101 1/4	101 1/2
25,000 American Smelters, com.	100 1/2	100 3/4	100 1/4	100 1/2	8,500 National Lead	83	83 1/2	83 1/4	83 1/2
150,000 Amalgamated Copper, com.	111 1/2	111 3/4	111 1/4	111 1/2	Nash, Chat. and St. Louis	111	111 1/2	111 1/4	111 1/2
5,000 Amer. Can. and Foundry, com.	44 1/2	44 3/4	44 1/4	44 1/2	1,500 New York Central	114 1/2	114 3/4	114 1/4	114 1/2
300 Amer. Car. and Foundry, pfd.	102 1/2	102 3/4	102 1/4	102 1/2	2,400 Norfolk and Western	21 1/2	21 3/4	21 1/4	21 1/2
100 Amer. Locomotive, com.	104 1/2	104 3/4	104 1/4	104 1/2	2,400 Norfolk and Western	21 1/2	21 3/4	21 1/4	21 1/2
300 American Tobacco, pfd.	103 1/2	103 3/4	103 1/4	103 1/2	11,000 Northern Pacific	22 1/2	22 3/4	22 1/4	22 1/2
300 American Can, pfd.	65 1/2	65 3/4	65 1/4	65 1/2	100 Pennsylvania Railroad	100	100 1/2	100 1/4	100 1/2
3,200 Amer. Locomotive, pfd.	65 1/2	65 3/4	65 1/4	65 1/2	100 People's Gas (Chicago)	53 1/2	53 3/4	53 1/4	53 1/2
3,100 American Sugar, com.	141 1/2	141 3/4	141 1/4	141 1/2	600 Pressed Steel Car, pfd.	53 1/2	53 3/4	53 1/4	53 1/2
6,100 A. T. and S. Fe. com.	33 1/2	33 3/4	33 1/4	33 1/2	800 Republic I. and S. pfd.	31 1/2	31 3/4	31 1/4	31 1/2
100 B. and O. pfd.	104 1/2	104 3/4	104 1/4	104 1/2	800 Republic I. and S. pfd.	31 1/2	31 3/4	31 1/4	31 1/2
12,000 B. and O. pfd.	113 1/2	113 3/4	113 1/4	113 1/2	70,000 Reading, com.	128	128 1/2	128 1/4	128 1/2
31,000 Brooklyn Rapid Transit, com.	87 1/2	87 3/4	87 1/4	87 1/2	Reading, 1st pfd.	128	128 1/2	128 1/4	128 1/2
5,000 Canadian Pacific, com.	173 1/2	173 3/4	173 1/4	173 1/2	Reading, 2nd pfd.	128	128 1/2	128 1/4	128 1/2
4,000 Chesapeake and Ohio, com.	113 1/2	113 3/4	113 1/4	113 1/2	3,700 Rock Island, pfd.	27 1/2	27 3/4	27 1/4	27 1/2
1,100 Chicago Great Western, com.	21 1/2	21 3/4	21 1/4	21 1/2	3,700 Rock Island, pfd.	27 1/2	27 3/4	27 1/4	27 1/2
8,500 Chicago, Mil. and St. Paul, com.	177 1/2	177 3/4	177 1/4	177 1/2	1,800 Sloss, com.	83	83 1/2	83 1/4	83 1/2
28,000 Colorado and Ind. com.	61 1/2	61 3/4	61 1/4	61 1/2	16,700 Southern Railway, com.	40 1/2	40 3/4	40 1/4	40 1/2
100 Colorado South, 1st pfd.	70 1/2	70 3/4	70 1/4	70 1/2	5,000 Southern Railway, com.	40 1/2	40 3/4	40 1/4	40 1/2
100 Colorado South, 2nd pfd.	70 1/2	70 3/4	70 1/4	70 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
900 Cleve. Ch. and St. pfd.	104 1/2	104 3/4	104 1/4	104 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
8,200 Consolidated Gas, com.	101 1/2	101 3/4	101 1/4	101 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
700 Delaware and Hudson, com.	213 1/2	213 3/4	213 1/4	213 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
Del. Lack. and Western, com.	101 1/2	101 3/4	101 1/4	101 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
9,000 Erie, com.	43 1/2	43 3/4	43 1/4	43 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
300 Erie, 1st pfd.	75 1/2	75 3/4	75 1/4	75 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
300 Erie, 2nd pfd.	69 1/2	69 3/4	69 1/4	69 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
200 General Electric, com.	172 1/2	172 3/4	172 1/4	172 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
200 General Electric, com.	172 1/2	172 3/4	172 1/4	172 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
1,100 Illinois Central, com.	172 1/2	172 3/4	172 1/4	172 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
3,200 Louisville and Nashville, com.	104 1/2	104 3/4	104 1/4	104 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
100 Manhattan, com.	157 1/2	157 3/4	157 1/4	157 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
1,400 Mexican Central, com.	25 1/2	25 3/4	25 1/4	25 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
1,500 Mo. Kan. and Tex. com.	35 1/2	35 3/4	35 1/4	35 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2
3,200 Mo. Kan. and Tex. pfd.	75 1/2	75 3/4	75 1/4	75 1/2	Sea. South. Ry. pfd. ex. div.	101 1/2	101 3/4	101 1/4	101 1/2

CLOSING BOND QUOTATION.

U. S. refunding 2s, registered,	109 1/2	Chicago, R. I. and Pac. R. R. col. 6s.	91 1/2	New York Central gen. 3 1/2s.	97 1/2
U. S. refunding 2s, coupon,	109 1/2	C. C. C. and St. Louis gen. 4s.	109 1/2	Norfolk Southern gen. 4s.	94 1/2
U. S. 2s, registered,	109 1/2	Colorado Industrial 6s, series A.	78	Northern Pacific 3s.	76 1/2
U. S. 2s, coupon,	109 1/2	Colorado Industrial 6s, series B.	78 1/2	Norfolk and Western 3s.	96 1/2
U. S. 3s, registered,	109 1/2	Colorado Southern 4s.	94 1/2	Consolidated 1st refunding 4s.	96 1/2
U. S. 3s, coupon,	109 1/2	Colorado and Southern 4s.	94 1/2	Pennsylvania cons. 2 1/2s.	92 1/2
U. S. 4s, registered,	109 1/2	Cuba 5s.	102 1/2	Reading General 4s.	111 1/2
U. S. 4s, coupon,	109 1/2	Deaver 3 1/2s.	102 1/2	St. Louis and Iron Mountain 4s.	104 1/2
U. S. 5s, registered,	109 1/2	Dixie 3 1/2s.	102 1/2	St. Louis and San Francisco 4s.	97 1/2
U. S. 5s, coupon,	109 1/2	Dixie 3 1/2s.	102 1/2	St. Louis Southwestern 4s.	97 1/2
American Tobacco 4s.	132	East St. Louis 4s.	96 1/2	St. Paul 4s.	102 1/2
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Atchafalpa general 4s.	94 1/2	Hocking Valley 4 1/2s.	107	Southern Pacific 4s.	92 1/2
Atchafalpa adjustment 4s.	94 1/2	Japan 6s.	109 1/2	Southern Pacific 1st 4s. certificate.	92 1/2
Atlantic Coast Line 4s.	94 1/2	Japan 6s.	109 1/2	St. Paul 4s.	102 1/2
Baltimore and Ohio 3 1/2s.	102 1/2	Japan 6s.	109 1/2	Texas and Pacific 4s.	123
Baltimore and Ohio 3 1/2s.	102 1/2	Japan 6s.	109 1/2	Toledo, St. L. and Western 4s.	81 1/2
Brooklyn R. T. conv. 4s.	91 1/2	Japan 6s.	109 1/2	Union Pacific 4s.	108 1/2
Central of Georgia 1st inc. (offered)	114	Japan 6s.	109 1/2	United States Steel 2d 6s.	94 1/2
Central of Georgia 2d inc.	95	Japan 6s.	109 1/2	Wabash 4s.	94 1/2
Central of Georgia 3d inc.	95	Japan 6s.	109 1/2	Wabash 4s.	94 1/2
Chesapeake and Ohio 4s.	106	Japan 6s.	109 1/2	Wabash 4s.	94 1/2
Chicago and Alton 3 1/2s.	99 1/2	Japan 6s.	109 1/2	Western Mo. 4s.	85 1/2
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Chicago, R. I. and Pacific R. R. 4s.	78 1/2	Japan 6s.	109 1/2	Wisconsin Central 4s.	96 1/2
		Japan 6s.	109 1/2	Wm. & O. Collateral Trust 4s.	96 1/2